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Still time to register for the Eighth Annual Freight and Logistics Symposium

There's still time to register for the Eighth Annual Freight and Logistics Symposium on December 3, 2004, at the Four Points Sheraton in Minneapolis. This year's symposium will examine the forces of change in the trucking industry.

Minnesota Freight Advisory Committee fall meeting recap

The Minnesota Freight Advisory Committee (MFAC) met October 8, 2004, for its fall quarterly meeting in St. Paul, Minnesota.

Dan Beagan, of Cambridge Systematics and the lead consultant for Mn/DOT on the Minnesota Statewide Freight Plan, presented a progress report and summarized freight-related trends in Minnesota, which include:

1. Movement from a manufacturing to a service-oriented economy.
2. Manufacturing growth in technologically advanced and high-value product areas.
3. Higher-value products increasing the need for reliable and timely transportation services.
4. Highway congestion threatening transportation reliability.
5. Future federal regulatory activities regarding freight transportation will be concentrated in the environmental, safety, and security areas.
6. Mn/DOT's objective is to articulate a freight policy aimed at promoting the competitiveness and cost-effectiveness of all transportation modes.

Bob McFarlin, Mn/DOT, led a panel discussion on statewide transportation funding proposals. Presenting their transportation funding proposals were: **Jay Cowles III** for the [Itasca Project \(www.itascamn.org\)](http://www.itascamn.org); **Carolyn Jones** for the [Minnesota Chamber of Commerce \(www.mnchamber.com/priorities/minnesota_moves.cfm\)](http://www.mnchamber.com/priorities/minnesota_moves.cfm); and **Margaret Donahoe** for the [Minnesota Transportation Alliance \(www.transportationalliance.com\)](http://www.transportationalliance.com). Much of the discussion and Q&A centered on funding source alternatives and the priorities each organization has laid out for use of the funds. For more information on these organizations and their funding proposals, check their Web sites noted above.

Jim Newton, President of Triple Crown Services, updated the committee on the new service Triple Crown provides between the Twin Cities and markets east of Chicago. Triple Crown employs the RoadRailer technology, which uses trailers that travel both on the highway and on the rails without the need for rail cars. The Twin Cities service started in the summer of 2004 and operates four trains per week of up to 80 trailers per train. See www.triplecrownsvc.com/RRFleet.html for further information on Triple Crown Services.

The group also heard from **Russ Pickering**, representing American Service Lines and the RailMate intermodal system. The inventor of the RailMate technology is **Ernest Larson** from Edina, MN. It is a single-axle rail "bogey" system for hauling trailers via rail that can provide a low-cost alternative to current intermodal services. Further information on RailMate can be found at www.railmate.com/index.html.

MFAC is a partnership between government and business to exchange ideas and recommend policy and actions that promote safe, productive, and sustainable freight transportation in Minnesota. MFAC consists of representatives from Minnesota's shipper and carrier communities, as well as a variety of other interested organizations, and provides advice to the Minnesota Department of Transportation and the Metropolitan Council regarding freight issues and investments. For more information, contact Bill Gardner, Mn/DOT Office of Freight & Commercial Vehicle Operations at 651-406-4806 or william.gardner@dot.state.mn.us.

Moving freight off roads in Europe

The European Commission announced in September that it is funding 13 projects, selected through the E.U. Marco Polo Programme, which are expected to transfer 13.6 billion tons/kilometers of freight annually from heavily

congested European roads to short-sea shipping, rail, and inland waterways. According to the commission's press release, the average environmental efficiency of the 13 projects is 15, meaning that for every 1 euro invested, there are expected to be 15 euros of external costs saved for society.

Further information is available on the Marco Polo Programme Web site:
europa.eu.int/comm/transport/marcopolo/index_en.htm.

Coalition for Secure Ports launched

Ports have become more secure since the passage of the Maritime Transportation Security Act of 2002 (MTSA). One example is that the U.S. Customs and Border Protection now screens intelligence information on all cargo containers coming into the country, and all high-risk containers are physically inspected. Still, there is much more to be done to enhance maritime security. Private sector shippers, terminal operators, vessel operators, and port associations responsible for handling millions of cargo containers joined together as the Coalition for Secure Ports to advocate for improved port security.

According to its press release, the coalition will focus its efforts on three areas necessary to strengthen port security:

1. Obtaining earlier, better, and more precise cargo information.
2. Working closely with government authorities to enhance the security of containers in transit
3. Implementing a Transportation Worker Identification Credential (TWIC) to ensure that the identity of individuals with access to cargo can be verified reliably and expediently.

For more information, please visit the coalition's Web site: www.secureports.org.

Next FHWA 'Talking Freight' seminars

The next few topics and dates for the "Talking Freight" seminars from the [Federal Highway Administration \(FHWA\)](#) are listed here. See the [Talking Freight Web site](#) for further details.

December 15, 2004 Multijurisdictional Coalitions 1:00 p.m.- 2:30 p.m. EST

January 19, 2005 Freight's Role in Economic Development: Success Stories from Urban & Rural Areas 1:00 p.m.- 2:30 p.m. EST **February 16, 2005** Goods Movement: Urban Case Studies 1:00 p.m.- 2:30 p.m. EST



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